



MEMORANDUM

City of Yelm *Community Development Department*

To: Washington Department of Ecology
Nisqually Tribal Council
Agencies with Jurisdiction
Affected Agencies

From: Grant Beck, Director of Community Development

Date: May 26, 2005

Subj: SEPA Threshold determination – Tahoma Terra

Attached please find a mitigated determination of non-significance regarding Tahoma Terra, a proposed 220 acre Master Planned Community located in Yelm. The proposal includes between 880 and 1,200 dwelling units, a neighborhood commercial area, and parks and open space.

In addition to the environmental checklist, the following environmental information was included in the threshold determination:

- ✓ Expanded Environmental Checklist, March 2005, SCA Consulting Group
- ✓ Updated Wetlands Analysis, March 2005, The Coot Company
- ✓ Preliminary Drainage and Erosion Control Report, March 2005, SCA Consulting Group
- ✓ Transportation Impact Analysis, February 2005, Transportation Engineering NW

The City has adopted the following environmental documents as part of the threshold determination:

- ✓ Final Environmental Impact Statement, January 1995, City of Yelm Comprehensive Plan and Joint Plan with Thurston County.
- ✓ Final Environmental Impact Statement, March 1993, Southwest Yelm Annexation.
- ✓ Addendum to the Final Environmental Impact Statement for the Southwest Yelm Annexation, July 1994, Thurston Highlands Master Plan Application.
- ✓ Environmental Checklist and Mitigated Determination of Non-Significance, September 1999, Prairie View Master Plan.
- ✓ Critical Areas Study, December 1997, IES Associates

The referenced and adopted environmental documents may be viewed on the City of Yelm web site at www.ci.yelm.wa.us. From the home page, go to the Community Development Department home and choose Tahoma Terra from the Agendas/Permits menu.

Mitigated Determination of Non-Significance
File Number MPD-05-0067-YL

Proponent: Tahoma Terra, LLC

Description of Proposal: The development of a Master Planned Community on 220 acres located in southwest Yelm. The application includes:

- Conceptual Master Site Plan approval for the 220 acre parcel to include a range of housing types of between 880 and 1,200 residential units, a neighborhood commercial center, and a network of open space/recreation improvements.
- Final Master Site Plan approval for the portion of the site east of Thompson Creek. The Final Master Site Plan includes approximately 216 residential lots, 18 townhouse units, a neighborhood commercial center with approximately 100,000 square feet of gross floor area, and a portion of the community park.
- Preliminary subdivision of 89 residential lots within the Final Master Site Plan area.

Location of the Proposal: The Tahoma Terra Master Plan is located in the western portion of the City of Yelm, near the Nisqually Valley Golf Course and in an area known as the Southwest Yelm Annexation area.

Section/Township/Range: The Southwest $\frac{1}{4}$ of Section 24, and the East $\frac{1}{2}$ of the Southeast $\frac{1}{4}$ of Section 23, Township 17 North, Range 2 East, W.M.

Threshold Determination: The City of Yelm as lead agency for this action has determined that this proposal does not have a probable significant adverse impact on the environment. Therefore, an Environmental Impact Statement (EIS) will not be required under Section 43.21C.030 (2)(c) RCW. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Conditions/Mitigating Measures: See Attachment A

Lead agency: City of Yelm

Responsible Official: Grant Beck, Community Development Director

Date of Issue: May 24, 2005

Comment Deadline: June 10, 2005

Appeal Deadline: June 17, 2005

Grant Beck, Community Development Director

This Mitigated Determination of Non-Significance (MDNS) is issued pursuant to Section 197-11-340 (2) WAC. Comments must be submitted to Grant Beck, Community Development Department, at City of Yelm, 105 Yelm Avenue West, P.O. Box 479, Yelm, WA 98597, by June 10, 2005, at 5:00 P.M. The City of Yelm will not act on this proposal prior to June 17, 2005, at 5:00 P.M.

You may appeal this determination to the Yelm Hearing Examiner, at above address, by submitting a written appeal no later than June 17, 2005 at 5:00 P.M. You should be prepared to make specific factual objections. Contact Grant Beck, Community Development Director, to learn more about the procedures for SEPA appeals. This MDNS is not a permit and does not by itself constitute project approval. The applicant must comply with all applicable requirements of the City of Yelm prior to receiving construction permits which may include but are not limited to the City of Yelm Comprehensive Plan, Zoning Code (Title 17 YMC), Critical Areas Code (Chapter 14.08 YMC), Stormwater Drainage Design and Erosion Control Manual, International Building Code, Critical Areas Regulations (Title 14 YMC), Road Design Standards, Platting and Subdivision Code (Title 16 YMC), and the Shoreline Master Program.

DO NOT PUBLISH BELOW THIS LINE

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Copies to: All agencies/citizens on SEPA mailing list and adjacent property owners
Dept. of Ecology w/checklist

Attachment A
Mitigated Determination of Non-Significance
MPD-05-0067-YL

Findings of Fact

1. This Mitigated Determination of Non-Significance is based on the project as proposed and the impacts and potential mitigation measures reflected in the applicant's environmental documents. In addition, per WAC 197-11-754, the following documents are directly applicable to the subject proposal and are hereby adopted by reference:
 - ✓ Final Environmental Impact Statement, January 1995, City of Yelm Comprehensive Plan and Joint Plan with Thurston County.
 - ✓ Final Environmental Impact Statement, March 1993, Southwest Yelm Annexation.
 - ✓ Addendum to the Final Environmental Impact Statement for the Southwest Yelm Annexation, July 1994, Thurston Highlands Master Plan Application.
 - ✓ Environmental Checklist and Mitigated Determination of Non-Significance, September 1999, Prairie View Master Plan.
 - ✓ Critical Areas Study, December 1997, IES AssociatesEnvironmental documents submitted as part of the application include:
 - ✓ Expanded Environmental Checklist, March 2005, SCA Consulting Group
 - ✓ Updated Wetlands Analysis, March 2005, The Coot Company
 - ✓ Preliminary Drainage and Erosion Control Report, March 2005, SCA Consulting Group
 - ✓ Transportation Impact Analysis, February 2005, Transportation Engineering NW
2. The environmental documents indicate that the property is composed of soils and substrates that are suitable for building and for stormwater infiltration. These soils will be managed on-site to provide a source of base material needed for roadway and building construction. Approximately 250,000 cubic yards of material has been identified that will be screened and processed to balance the earthwork needs on the site. Potential geologic hazard areas located on the site will be protected through the requirement of a geotechnical report prior to final Master Site Plan approval which only allows activities which: will not increase the threat of the geological hazard to adjacent properties beyond pre-development conditions; will not adversely impact other critical areas; and are designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than pre-development conditions; and are certified as safe as designed by a qualified engineer or geologist.
3. There is no indication in any of the environmental documents that there will be

any potential long term significant impacts to air quality from the proposed development. Short term impacts will be related to heavy equipment exhaust and dust generated from grading and rock processing activities. The use of best management practices for air control will be required.

4. The City of Yelm's Critical Areas Code requires the identification and protection of surface and ground waters. The project proposal is on the site of the former Dragt Family Dairy that was an active dairy farm for many years and which ceased operation in 1993. The environmental documents indicate that surface waters have been identified on the site and include Thompson Creek, a seasonal Type 5 stream, and wetlands associated with this stream. The former and ongoing agricultural activities have caused degradation to the site's surface water systems and an enhancement plan has been prepared to improve the described surface waters and the wetland functions and values.
5. The City of Yelm is identified as a Critical Aquifer Recharge Area, a designated environmentally sensitive area. Potential impacts to groundwater quality and quantity will be mitigated through the implementation of standards that are technically equivalent to the Department of Ecology stormwater manual as adopted by the City of Yelm.

The City has adopted the Department of Ecology Drainage Design Manual, which requires that stormwater generated from roadways and parking facilities be treated for oils, sediments, and heavy metals before infiltration.

The neighborhood commercial element of the Master Plan allows uses that could potentially generate hazardous materials and/or fats, oil, and greases. Existing regulations require grease interceptors and hazardous material containment facilities where appropriate.

6. The environmental documents indicate that there are some plant/animal priority species and habitats in the vicinity of the project site. The predominant Oak Woodland and Shore Pine plant communities are located along the Thompson Creek corridor and associated wetlands, which are areas being enhanced for open space preservation. The animal species have been determined to only frequent the area for occasional feeding and do not use the site for breeding or nesting. The project proposal is not expected to have a significant impact on priority plant or animal species and habitats.
7. The environmental documents do not identify any potential significant impact related to the use of energy or natural resources not typical of an urban development.
8. The environmental checklist indicates temporary noise and dust would be generated from construction vehicles throughout the construction phases of this project. Construction related activity shall comply with all current State and local statutes and best management practices.

9. The environmental checklist indicates that roadways and pedestrian paths will be lit to provide safe driving and walking conditions. The expected light is not anticipated to exceed typical urban standards and therefore, is not expected to have a significant impact on surrounding areas.
10. The addition of up to 1,200 new residential units will create additional demand on the City's parks and recreational amenities. The proposed master plan will be required to provide recreational opportunities for the residents of the City of Yelm. Improvements generally include but are not limited to soccer fields, play structures, seating areas, picnic tables, restroom facilities, rock wall, bike paths, foot paths and an open water boardwalk.
11. The environmental documents have not identified any areas of historical or cultural significance. Research of the City's historic resources (1935 aerial photograph, 1918 map of the Yelm Irrigation District and Thurston County's map of Historic places, and the database of historic properties maintained by the Thurston Regional Planning Council) did not reveal any structures or locations on the subject site that have any historic or cultural significance.
12. The traffic impact analysis (TIA) submitted as part of the application indicates that upon full build out, the project could potentially generate between 13,300 – 15,300 vehicle trips per day, with a minimum PM peak of 1,400 vehicles per hour. The TIA indicates that, with average growth:

The proposal will have a significant adverse impact on specific road corridors and traffic movements at various intersections in the City, including Longmire Street and Berry Valley Road.

The proposal will lower the level of service and increase wait times at the intersection of 1st Avenue (SR-507) and Mosman Avenue, 1st Avenue (SR-507) and Yelm Avenue (SR-510) and other intersections along Yelm Avenue.

The TIA proposed specific mitigation measures for many of the identified impacts and has outlined the necessary improvements tied to specific development phases of the project.
13. The environmental checklist indicates that the proposal will require police and fire protection. The Yelm Police Department provides police services to all City residents and businesses. The construction of Tahoma Terra will create additional demand on the Yelm Police Department. The Yelm Police Department is currently located in a facility that is substandard and beyond its useful life. The Yelm Capital Facilities Plan identifies a need to replace this facility.

SE Thurston Fire/EMS provides Fire and Basic Life Support services to City of Yelm residents and businesses. The Tahoma Terra project will create additional demand on the Yelm Fire District.
14. Impacts to fire protection services will be mitigated through the provision of fire

flow and emergency vehicle access, and structures which will be built to current building and fire codes.

15. The City of Yelm has adopted comprehensive Water and Sewer System Plans and a Reclaimed Water Facilities Plan to guide orderly extension of the City's infrastructure improvements. These system plans anticipated the build out of the southwest Yelm annexation area. Upgrades and extension of these utilities, consistent with the adopted system plans, will be necessary to provide adequate levels of water and sewer service to the subject site.
16. The Environmental Impact Statement for the southwest Yelm annexation indicated that development within the annexation area, including the subject property, would be required to provide water rights to the City sufficient to serve the subsequent development of the properties. The property has recorded water rights that the applicant intends to transfer to the City of Yelm to provide for the development of the property.

The property has been assessed through the City's sewer local improvement district, which includes a commitment by the City to provide water and sewer service for no more than 89 single family residential units prior to any water rights transfer.

If the Washington Department of Ecology does not approve a transfer of water rights, or the transfer does not include sufficient water to serve the proposed development, final subdivision approval of any phase beyond the 89 lots could not be approved.

17. The City of Yelm has adopted a concurrency management system as required by the Growth Management Act. Chapter 15.40 YMC (Concurrency Management) is designed to ensure that the improvements required to support development are available at the time of development. A concurrency determination may be issued for a proposal as it relates to transportation issues when: the development provides on-site frontage improvements; the project makes off-site improvements as necessary to provide for the safe movement of traffic; and the project makes a contribution to projects identified in the six year transportation improvement program in the form of a Transportation Facilities Charge.

The Growth Management Act at Section 36.70.070 (6)(b) RCW states that a finding of concurrency can be issued when required improvements are in place at the time of development or that a financial commitment is in place to complete the improvements or strategies within six years.

18. This threshold determination and adoption of previous environmental documents will be used for all future development permits and approvals within the Conceptual Master Site Plan of Tahoma Terra provided that those permits and approvals are consistent with the application and approval for the Conceptual Master Site Plan.

Mitigation Measures

1. The developer shall mitigate transportation impacts through the payment of a transportation facility charge (TFC) pursuant to Chapter 15.40 YMC. The fee shall be paid at the time of building permit issuance.
2. The applicant shall be responsible for the following transportation improvements:
 - ✓ Prior to the final subdivision approval of any lots the applicant shall reconstruct Longmire Street to a modified collector standard from the project entry to Yelm Avenue West (SR 510).
 - ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 90th peak P.M. trip generated from the project, the applicant shall construct a center left-turn lane on Yelm Avenue West (SR-510) at the Longmire Street intersection with sufficient storage to serve the anticipated traffic volumes generated by the project.
 - ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 513th peak P.M. trip generated from the project, construction of the Killion Road Boulevard extension from the property to Yelm Avenue West (SR-510) along with the realignment of Killion Road, a traffic signal, and left turn lanes on all four legs of the intersection with sufficient storage to serve the anticipated traffic volumes generated by the project.
 - ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 1,100th peak P.M. trip generated from the project, reconstruct Mosman Avenue to modified collector standards from Longmire Street to 1st Avenue (SR-507) and the Mosman Avenue/1st Avenue intersection to include realignment and a center left-turn lane on 1st Avenue (SR-507) with sufficient storage to serve the anticipated traffic volumes generated by the project.
 - ✓ Prior to the approval of any development permit (including a final subdivision) which includes the 1,301st peak P.M. trip generated from the project, define and construct the Mosman Avenue connector between Longmire Street and Solberg Street OR; continue the Boulevard to SR 507 through the Thurston Highlands property.

Plans for approval of all transportation improvements associated with Yelm Avenue (SR 510) and 1st Avenue (SR 507) shall be submitted to the Washington Department of Transportation and the City of Yelm for review and approval and all required improvements shall be constructed by the applicant pursuant to approved plans, and inspected and approved by the City of Yelm and Washington Department of Transportation.

3. To mitigate previous impacts from agricultural activities to surface waters, plant

communities and animal communities along the Thompson Creek corridor and its associated wetlands, the applicant has prepared a mitigation and enhancement plan to improve the surface water features of the site for both habitat and recreation purposes. Each Final Master Site Plan shall include a schedule for implementing improvements tied to the number of dwelling units of each subdivision within the Master Planned Community.

4. The developer shall enter into an agreement with Yelm Community Schools to mitigate project impacts to the School District.
5. Prior to the approval of any development permit (including a final subdivision) beyond the 89th lot, the applicant shall convey water rights to the City of Yelm sufficient to serve the proposed use within that area of the final master site plan and the first 89 lots. The conveyance shall be made to the City through a water rights agreement between Tahoma Terra, LLC and the City of Yelm. This condition is not applicable if the City obtains water rights through the Department of Ecology which are sufficient to serve the projected density of the City, its urban growth area, and the subject property.
6. Prior to disturbance of any identified geologic hazard area, the applicant shall submit to the City of Yelm Community Development Department a geotechnical report that identifies established best management practices for all activity within the geologic hazard areas and only allows activities which:
 - ✓ will not increase the threat of the geological hazard to adjacent properties beyond pre-development conditions;
 - ✓ will not adversely impact other critical areas;
 - ✓ are designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than pre-development conditions;
 - ✓ are certified as safe as designed by a qualified engineer or geologist.
7. Prior to building permit issuance, the applicant shall enter into a mitigation agreement with the City of Yelm which includes a mitigation fee toward the replacement of a police station required to be expanded in order to serve the proposed development. The mitigation fee shall be based on the applicant's aliquot impact on the need for replacement police station, which is \$310 per housing unit.